



ANGEL ESTRADA, CHAIR

Board Meeting Minutes

May 14, 2018

A. Open Public Meetings Act Compliance

Chairman Angel Estrada, Freeholder, Union County called the meeting to order at 10:00 a.m. Beverly Morris reported that, in accordance with the Open Public Meetings Act, Chapter 231, P.L.1975, adequate notice of this meeting had been forwarded to the *Star Ledger*, the *Asbury Park Press*, the *Courier News*, the *Daily Record*, the *Home News Tribune*, the *Jersey Journal*, *New Jersey Herald*, and *The Record*. It was posted in the Essex County Hall of Records, Newark, New Jersey, and on the bulletin board of the Lieutenant Governor, Trenton, New Jersey.

B. Salute to the Flag

Chairman Estrada led the Board of Trustees in the Pledge of Allegiance.

C. Roll Call

Following the salute to the flag, Beverly Morris called the roll. Eighteen voting members were present. (Attachment 1).

D. Approval of Minutes

A motion to approve the minutes of the March 12, 2018 meeting was made by Ocean County, seconded by Hunterdon County and carried unanimously.

E. Chairman's Remarks

Chairman Estrada congratulated former NJTPA Chair Peter Palmer, former Somerset County Freeholder, who earlier that morning received a lifetime achievement award from the Newark Regional Business Partnership in recognition of his transportation-related work as a freeholder, a long-time NJTPA Board member and two-time Chair.

Chairman Estrada pointed out that Mary Ameen is now serving as the NJTPA Acting Executive Director, and the Board's Executive Committee is working to fill the position on a permanent

basis as soon as possible. He said he is very confident Ms. Ameen and the NJTPA staff will keep things running smoothly.

Chairman Estrada noted that the Board will vote on several amendments to the Transportation Improvement Program (TIP), and the projects are a good representation of the broad transportation mission of the NJTPA as outlined in *Plan 2045: Connecting North Jersey* (the region's long-range transportation plan) and the Together North Jersey (TNJ) Regional Plan.

The Chairman pointed out that May 14 begins "Infrastructure Week" – a national week to promote the importance of all infrastructure, including roads, bridges, rails, trails, sidewalks and ports. He said the NJTPA is proud to support Infrastructure Week, and he encouraged all to advocate for funding and investing in the region's multimodal transportation network.

Chairman Estrada noted that the region is home to the largest container port on the East Coast, and, while taking advantage of the economic opportunities created by the port and other industries, the environment also must be looked after. He said the NJTPA has worked closely with partners at the Port Authority of New York & New Jersey (PANYNJ) and the New Jersey Department of Environmental Protection (NJDEP) to advance programs that replace old diesel trucks, antiquated marine vessels and construction vehicles. He noted that the Federal Highway Administration (FHWA) is making federal funds available for these programs by granting an initial round of Buy America waivers. In the NJTPA region, the first waiver will fund improvements to diesel construction equipment through the NJDEP.

Chairman Estrada noted that while the majority of freight in the region moves via truck, rail also plays an important role. He said he recently joined the President and CEO of Conrail, along with other officials from Norfolk Southern and Conrail, on a special inspection train ride through much of the region's freight rail network. Also participating were Acting Transportation Commissioner Diane Gutierrez-Scaccetti, staff from Senator Steve Sweeney's office, and Port Authority of New York and New Jersey (PANYNJ) representatives, as well as Ms. Ameen and other NJTPA staff. He said it was an eye-opening experience that drove home the point that the region's stakeholders must maintain its critical rail network for the benefit of the transportation system and the economy.

F. Executive Director's Report

Ms. Ameen thanked the Chairman and Executive Committee for entrusting her with the position of Acting Executive Director. She said it has been her good fortune to work alongside former Executive Director Mary K. Murphy and she thanked her for her inspired leadership over the last ten years as she deftly managed NJTPA operations and met many challenges while making innovative and exciting changes in the work of the NJTPA. She said the Board can be fully confident that Central Staff will continue all the work Ms. Murphy initiated to innovate and enhance the agency's regional planning efforts.

Ms. Ameen thanked the Board members who joined staff at recent Street Smart Pedestrian Education campaigns: in April, Chairman Estrada spoke at the launch of the first campaign in New Providence, and Freeholder Carl Lazzaro, Sussex County, participated in the Newton

kickoff. Recent campaigns also have been held in Princeton and Califon. Ms. Ameen thanked the Transportation Management Associations (TMAs) for leading these efforts. Preparations are underway for summer campaigns at the Jersey Shore where Harvey Cedars, Bay Head, Long Branch, Point Pleasant Beach and other shore towns will host campaigns. Ms. Ameen noted that members of Central Staff joined with HART and TransOptions TMAs in March to conduct a training workshop for local officials looking to implement campaigns of their own. Another session is planned for May 23 at the NJTPA. Ms. Ameen said a consultant is helping with a systematic evaluation of the effectiveness of the Street Smart program, and work will soon begin to refresh campaign messages and branding.

Ms. Ameen recalled that last spring most Board members participated in an extensive outreach program for Plan 2045. She said these outreach efforts were recognized in April by the American Planning Association, which honored the NJTPA and Rutgers Voorhees with a Silver National Planning Achievement Award for Public Outreach.

Ms. Ameen thanked all who participated at the TransAction conference in April. The conference featured an NJTPA booth, and a second booth dedicated to Street Smart. She noted that Chairman Estrada led a panel on electric vehicles; Freeholder Bartlett moderated panels on Smart Cities and federal transportation policies; and Central Staff either moderated or served on many panels on topics including autonomous vehicles, Tech Tools for Planning, Street Smart, public outreach, funding trail projects, using drones for transportation projects and the NJ Rideshare app.

Ms. Ameen reported that Central Staff has been coordinating subregional review of the Fiscal Year (FY) 2019 Transportation Capital Program, the yearly list of state-funded projects. She said the New Jersey Department of Transportation (NJDOT) has provided the draft program and copies were distributed to the Board and subregional staff. After their review by May 18, Central Staff will coordinate with NJDOT in getting responses and resolving issues where needed. The Capital Program is subject to approval by the State Legislature.

Ms. Ameen announced a number of upcoming meetings. The TNJ Training Institute, which conducted a well-attended Healthy Communities workshop at the NJTPA on May 10, will offer a funding resource and grant writing workshop on June 19 at Rutgers in New Brunswick. Webinars on climate change, green infrastructure and resiliency will also be offered in June. Details can be found on the TNJ website. Also, Ms. Ameen said the 2018 New Jersey Sustainability Summit will be held at the College of New Jersey on June 21.

G. Committee Reports/Action Items

Project Prioritization – Freeholder Kathryn A. DeFillippo, Chair

Chairman Estrada read the report on behalf of Freeholder DeFillippo. He said the committee considered four action items on April 16 and a fifth at a teleconference on May 7. They are as follows:

- Approval of the recently updated project prioritization criteria for state and local highway and bridge projects – these criteria are used to score and rank proposed projects in terms of how well they meet the goals and objectives of Plan 2045. The updated criteria reflect new realities, including the impact of the Great Recession, Super Storm Sandy and climate change, as well as stronger emphasis on resiliency, livability, sustainability and safety. The Project Prioritization Committee and the Regional Transportation Advisory Committee (RTAC) were briefed regularly, and they were actively involved in the two-year update process.
- Approval of a minor amendment to the current TIP to add the Route 21, Newark Riverfront Pedestrian and Bicycle Access Project as requested by the City of Newark – this amendment would add close to \$4.7 million in congressionally designated funds that were made available specifically for this project.
- Approval of a set of minor amendments that would use \$11.37 million in FHWA funds for multiple phases of five bridge projects in Fiscal Years 2018 and 2019:
 - The Grove Avenue bridge over Port Reading Railroad, Middlesex County
 - The Route 23 northbound bridge over the Pequannock River, Passaic County
 - The Route 202 bridge over the North Branch of the Raritan River, Somerset County
 - The Amwell Road bridge over the D&R Canal, Somerset County; and
 - The Route 27 northbound bridge over the former Central New Jersey Railroad, Union County.
- Approval of a TIP amendment requested by NJDOT to program \$63 million in federal highway funds for the Engineering and Construction phases of several pavement preservation activities in the NJTPA region during the current fiscal year. This includes two projects each in Hunterdon, Monmouth, and Somerset counties, as well as one on Route 24 in Morris, Union and Essex counties.
- Approval of a minor amendment to the current TIP to add the New Providence Downtown Streetscape project, as requested by the Borough of New Providence – the project is ready for construction with \$245,000 in congressionally designated funds that were made available through the federal Appropriation Act of 2008.

Action Item 1: Updated Project Prioritization Criteria for State and Local Highway and Bridge Projects (Attachment 2)

A motion to approve the resolution was made by Sussex County, seconded by Passaic County and carried unanimously.

Action Item 2: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Route 21, Newark Riverfront Pedestrian and Bicycle Access Project as Requested by the City of Newark (Attachment 3)

A motion to approve the resolution was made by Ocean County, seconded by Somerset County and carried unanimously.

Action Item 3: Minor Amendments to the FY 2018-2021 Transportation Improvement Program to Add Federal Funds to Five Projects as Requested by NJDOT (Attachment 4)

A motion to approve the resolution was made by Sussex County, seconded by Passaic County and carried unanimously.

Action Item 4: Minor Amendment to the FY 2018-2021 Transportation Improvement Program to Add the Pavement Preservation NJTPA Program as Requested by NJDOT (Attachment 5)

A motion to approve the resolution was made by Hunterdon County, seconded by Ocean County and carried unanimously.

Action Item 5: Minor Amendment to the FY 2018 - 2021 Transportation Improvement Program to Add the New Providence Downtown Streetscape Project as Requested by the Borough of New Providence (Attachment 6)

A motion to approve the resolution was made by Union County, seconded by Somerset County and carried unanimously.

Planning and Economic Development – Freeholder John W. Bartlett, Chair

Freeholder Bartlett reported that at the April joint meeting, Central Staff updated the Committee on the development of federally required statewide performance measures. He recalled that the Board adopted the safety performance measures targets set by NJDOT in November 2017.. The Board will also be asked to endorse targets for highway assets, travel time reliability on National Highway System roads, freight travel time reliability on interstate roads, and pollutant emissions. The Freeholder explained that the NJTPA has been working collaboratively with NJDOT on developing the targets, and once they have been set, the NJTPA will then have 180 days to either agree to support the statewide targets or to set targets specific to the NJTPA region.

The Freeholder said Central Staff also updated the Committee on target-setting for federally required congestion related performance measures – one involving non-Single Occupancy Vehicle travel and one involving peak hour excessive delay. He explained these are not statewide criteria, instead, they apply to large urbanized areas with more than one million people. The NJTPA is part of two such urbanized areas, the New York-New Jersey urbanized area and the Pennsylvania-New Jersey-Delaware-Maryland urbanized area. The NJTPA has worked with

transportation agencies and MPOs in both areas to identify and agree on single, unified targets. NJDOT (and the other state departments of transportation in these urbanized areas) must submit the targets to FHWA by May 20. As with the statewide targets, once the NJTPA has been notified by NJDOT that urbanized areas targets have been established, the targets will be brought to the Board for endorsement.

Freeholder Bartlett said Central Staff also reported that the TNJ consortium is advancing about 75 strategies from its 2015 Plan by providing technical assistance through the new Local Partner Re-Granting Program. The program enables recipients of the original grants supporting Local Demonstration projects and Local Government Capacity projects to continue their efforts. Currently, three grants have been awarded: Middlesex County will promote the Middlesex Greenway through signage, branding, and messaging; the City of Passaic will advance its promotion plan for Market Street, the City's main corridor; and the Urban Essex Corridor Coalition will practice "tactical urbanism" by installing lighting beneath NJ TRANSIT underpasses for increased safety.

Freight Initiatives – Freeholder Charles Kenny, Chair

Freeholder Kenny reported that the Committee, at its April meeting, heard three presentations on freight rail investments and activity in the region:

- Rick Crawford, Director of Government Projects, Norfolk Southern, briefed the Committee on the railroad's recent investments to enhance safety, service reliability, and operational efficiency. The railroad invests some \$2 billion annually across the country and is expanding its service in New Jersey through operating agreements with Conrail, 14 short lines, NJ TRANSIT and Amtrak.
- Adam Baginski, Manager of Engineering Services, Conrail, detailed the engineering aspects of several crucial projects in the NJTPA region:
 - The National Docks Project, which involves constructing additional sidings and access points to serve Greenville Yard in Jersey City.
 - A project to add a third track at Greenville Yard alongside the existing double track.
 - A project now in the Preliminary Engineering phase to replace the Point-No-Point Bridge that connects Newark and Kearney.
- Charlie Cunningham, Manager of Intermodal Rail Development, PANYNJ, briefed the Committee on the PANYNJ ExpressRail system, which has created dedicated, on-dock rail facilities for each of the port's major container terminals at Port Newark, Port Elizabeth, and in Staten Island. A fourth yard (partially funded through a TIGER Grant) serving Global Container Terminal Bayonne will become operational later this year. Mr. Cunningham noted that the completed ExpressRail system will take as many as two and a quarter million trucks off the road every year. It also enables the Port to handle the increasing number of containers being shipped on new larger vessels. Mr. Cunningham also discussed the increase in domestic freight rail car float activity at Greenville Yard, which involves the transport of containers to and from Brooklyn by barge.

Freeholder Kenny said the Committee was informed that the New York City Department of Transportation, PANYNJ, and NJDOT successfully worked with Global Container Terminals to resolve issues with truck permits for overweight containers transported between New Jersey and Staten Island.

H) Federal Policy Update – Freeholder Matthew Holt

Freeholder Holt reported that the President, in March, signed into law a \$1.3 trillion omnibus budget bill that funds the federal government through October 1, 2018. He said highway and transit formula programs are funded at the full levels called for in the FAST Act, and the New Starts and TIGER grant programs have been funded. Also, the bill includes a \$447 million funding increase for Amtrak, bringing their total to \$1.9 billion, and some of these funds may be used for projects along the Northeast Corridor.

The Freeholder noted the language in the House version of the bill that would have dedicated funding for Gateway projects was removed in the final version, thereby eliminating an opportunity to expand funding options for the Hudson River tunnels, the Portal Bridge replacement and other elements of the Gateway program. He said that U.S. Department of Transportation (USDOT) has indicated that it wanted to maintain control over the Gateway projects and not cede control to Congress.

Freeholder Holt noted that Gateway has been the subject of much political wrangling in Washington, and following the approval of the omnibus bill, USDOT released a statement touting the elimination of “preferential treatment” for the Gateway projects, which the agency referred to as “local transit projects.” Freeholder Holt said the NJTPA fully supports Gateway and considers it a top regional priority that must be made a national priority because the projects are essential to the functioning of the entire Northeast Corridor – where about 20 percent of the nation’s GDP is generated. He expressed hope that Congress and the President will push past political maneuvering and get the vital project on track.

The Freeholder also noted that TIGER grants have been renamed to BUILD grants, the acronym standing for “Better Utilizing Investments to Leverage Development.” He said it appears that in keeping with the current administration’s previous rounds of TIGER grants, the BUILD program will reflect a greater emphasis on private funding and projects that serve rural areas.

I) Presentation

Stephanie Hunsinger, State Director, AARP New Jersey, briefed the Board on the organization’s efforts to tailor the concept of “livable communities” to citizens who are 65 years and older – a growing demographic in the United States that is expected to double by 2030. AARP has partnered with the World Health Organization’s Age-Friendly Cities and Communities Program. Working through AARP’s New Jersey office, Princeton and Montclair have committed to implement the program, Teaneck recently signed on and five municipalities in Bergen, Middlesex and Union counties are beginning the process of joining the network. Ms. Hunsinger said the AARP 2017 Community Challenges Grant program has received 39 applications from

New Jersey to fund a variety of activities such as cooking classes for food pantry recipients, and pop-up farmers markets. She said AARP is committed to granting over \$1 million nationwide for 2018. More information about the AARP Network of Age-Friendly States and Communities is available at <https://www.aarp.org/livable-communities/network-age-friendly-communities/>.

J) Public Participation

Tim Sevenser, Transit Village of Mount Tabor and member of the New Jersey Association of Rail Passengers, advocated for preserving and restoring rail rights of way for future use in expanding passenger rail in the state. He stressed that bicycle/pedestrian paths should be installed along rail rights of way, rather than replace them.

Neile Weissman, Complete George, pointed out that the Bergen County Master Plan includes extending access to bikeways connecting parks, and the New York City Department of Transportation announced a plan to expand bicycle/pedestrian access across the bridges that span the Harlem River between Manhattan and the Bronx. He pointed out that the PANYNJ plan for improvements to the seven feet pathways on the George Washington Bridge during the current bridge rehabilitation project is the “weak link” in an extended network of bicycle paths.

K) Time and Place of Next Meeting

Chairman Estrada announced the next meeting of the NJTPA will be held on Monday, July 9, 2018 at 10:00 a.m., at the NJTPA offices at One Newark Center, Newark, NJ.

Chairman Estrada thanked Ms. Murphy for her ten years of service as NJTPA Executive Director leading the agency to many new challenges such as TNJ and Street Smart, while continuing to deliver all its federally required plans and programs. He presented her with a plaque expressing the Board’s appreciation of her distinguished work in raising the profile of the NJTPA and helping the region to prepare for a prosperous future. Ms. Murphy thanked the Board for the opportunity to serve and expressed gratitude for the opportunity to work with Central Staff, the subregions and the TMAs.

Tara Shepherd, HART TMA, presented Ms. Murphy with a certificate of appreciation in recognition of her ten years of service to the NJTPA and her support of the work of the TMAs.

L) Adjournment

At 11:20 a.m., motion to adjourn was made by Ocean County seconded by Hunterdon County and carried unanimously.

NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY, INC.
Meeting of the Board of Trustees
Attendance Record: May 14, 2018

Subregion/Agency	Voting Members/Alternates	Staff & Others
Bergen County	Peter Botsolas	
Essex County	David Antonio	
Hudson County	Megan Massey	
Hunterdon County	Hon. Matthew Holt	
Jersey City		Barkha Patel
Middlesex County	Hon. Charles Kenny	George Ververides Anthony Gambilonghi
Monmouth County		Joseph Ettore
Morris County	Gerald Rohsler	
Newark	Phillip Scott	Kimberly Singleton Uzoma Anukwe
Ocean County	Hon. John Kelly	John Ernst
Passaic County	Hon. John Bartlett	
Somerset County	Hon. Mark Caliguire Walt Lane	Ken Wedeen
Sussex County	Tom Drabic	
Union County	Hon. Angel Estrada	Liza Betz John Witsch
Warren County	Dave Dech	
Governor's Office	Lauren Nathan-LaRusso	
NJDOT	Gary Brune	Eric Powers
NJ TRANSIT	Jeremy Colangelo-Bryan	
Port Authority of NY & NJ	Lou Venech	Mary K. Murphy
Citizens' Representative	Jamie LeFrak Jared Rodriguez	

Other Attendees	
Jim Beattie	AECOM
Anna Aleynick	AECOM
Neile Weissman	Complete George
Jack Kanarek	Dewberry
Avnish Gupta	EZ Ride
Krishna Murthy	EZ Ride
Cyrenthia Ward	Federal Transit Administration

Bob Werkmeister	GPI
Tara Shepherd	HART TMA
Jon Livingston	Jacobs
Bill Neary	Keep Middlesex Moving
Tanmina Malik	Louis Berger
Bakari Lee, Esq.	McManimon, Scotland & Baumann, LLC
Jim Yeager	Michael Baker
Magdy Hagag	Michael Baker
Tim Sevener	NJARP
Charles McManus	Stantec
Ty Dickerson	STV
Bill Brooks	STV
Dan Callas	TransOptions
Various members of Central Staff	NJTPA

DRAFT RESOLUTION: APPROVAL OF UPDATED PROJECT PRIORITIZATION CRITERIA FOR STATE AND LOCAL HIGHWAY AND BRIDGE PROJECTS

WHEREAS, the North Jersey Transportation Planning Authority Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the Northern New Jersey region; and

WHEREAS, the NJTPA is responsible for developing the Transportation Improvement Program (TIP) for the region as required by 23 CFR 450B and CFR 613B; and

WHEREAS, on March 3, 1993, the NJTPA established criteria to address the Intermodal Surface Transportation Efficiency Act (ISTEA) requirements to prioritize projects that are programmed in the TIP; and

WHEREAS, the NJTPA has updated its criteria several times, the last being on January 8, 2007; and

WHEREAS, subsequent federal transportation laws, notably the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act made a number of reforms to the metropolitan and statewide transportation planning processes, including incorporating performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection; and

WHEREAS, on December 4, 2015 the FAST Act, which continues to require MPOs to prioritize projects, was signed into law; and

WHEREAS, in September 2015 the NJTPA Executive Committee approved the consultant effort to update the current project prioritization criteria; and

WHEREAS, a Technical Advisory Committee (TAC) was established and included representation by Regional Transportation Advisory Committee (RTAC) members from the NJTPA region's 13 county and two city subregions; and

WHEREAS, the project TAC considered the need to update the criteria in light of regulatory changes, other MPO processes, and recent NJTPA studies such as safety and resiliency; and

WHEREAS, the Project Prioritization Committee recommends NJTPA approval of the attached updated Criteria for State Highway and Bridge Projects and Local Highway and Bridge Projects; and

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority, Inc, hereby approves the updated Project Prioritization Criteria for State Highway and Bridge projects and Local Highway and Bridge projects.

BE IT FURTHER RESOLVED, that the North Jersey Transportation Planning Authority approves the updated Criteria, thereby allowing Central Staff to prioritize candidate Local Concept Development applications, TIP projects contained in the Project Pool, and candidate projects for the Study and Development Program (S&D), where applicable.

BE IT FURTHER RESOLVED, that a copy of this resolution and the attached document be forwarded to the New Jersey Department of Transportation and NJ TRANSIT for submission to the Federal Highway Administration and Federal Transit Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD THE ROUTE 21, NEWARK RIVERFRONT
PEDESTRIAN AND BICYCLE ACCESS PROJECT AS
REQUESTED BY THE CITY OF NEWARK**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

WHEREAS, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a federally funded project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the City of Newark is requesting that the Route 21, Newark Riverfront Pedestrian and Bicycle Access project (DB# 98540) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the federal transportation law known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (NJ139, NJ254, NJ269); and

WHEREAS, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action, and

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the

meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENTS TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM TO
ADD FEDERAL FUNDS TO FIVE PROJECTS AS
REQUESTED BY NJDOT**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

WHEREAS, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of federal funds to a project where none are currently programmed and a new air quality conformity determination is not required constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that five projects (Grove Avenue, Bridge over Port Reading RR, DB# 14423; Route 23, NB Bridge over Pequannock River, DB# 14440; Route 202, Bridge over North Branch of Raritan River, DB# 14415; CR 514 (Amwell Road), Bridge over D&R Canal, DB# 14350; Route 27, NB, Bridge over Former CNJRR (Abandoned), DB# 16303) be programmed with federal National Highway Performance Program (NHPP) funds in place of currently funded State funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

WHEREAS, these minor amendments are exempt from an air quality conformity determination and does not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions, and

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE
FY 2018 – 2021 TRANSPORTATION IMPROVEMENT
PROGRAM TO ADD THE PAVEMENT PRESERVATION
NJTPA PROGRAM AS REQUESTED BY NJDOT**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

WHEREAS, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a federally funded program that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, NJDOT is requesting that the Pavement Preservation program (X51B) be programmed with federal National Highway Performance Program (NHPP) funds; and

WHEREAS, fiscal constraint is being maintained according to the fiscal constraint charts; and

WHEREAS, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of these actions, and

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.

**DRAFT RESOLUTION: MINOR AMENDMENT TO THE FY 2018 – 2021
TRANSPORTATION IMPROVEMENT PROGRAM
TO ADD THE NEW PROVIDENCE DOWNTOWN
STREETSCAPE PROJECT AS REQUESTED
BY THE BOROUGH OF NEW PROVIDENCE**

WHEREAS, the North Jersey Transportation Planning Authority, Inc. (NJTPA) has been designated by the Governor of New Jersey as the Metropolitan Planning Organization (MPO) for the northern New Jersey region; and

WHEREAS, the NJTPA formally adopted the FY 2018 – 2021 Transportation Improvement Program (TIP) on November 13, 2017; and

WHEREAS, the NJTPA on September 24, 2012 approved a Memorandum of Understanding (MOU) among the NJTPA, the New Jersey Department of Transportation (NJDOT), and NJ TRANSIT on procedures to amend and modify the State Transportation Improvement Program and the NJTPA TIP; and

WHEREAS, the TIP may be revised any time; and

WHEREAS, according to the MOU the addition of a federally funded project that is not listed in the current TIP and does not require a new air quality conformity determination constitutes a minor amendment; and

WHEREAS, the Borough of New Providence is requesting that the New Providence Downtown Streetscape project (DB# 09341) be added to the TIP; and

WHEREAS, fiscal constraint is maintained because funds have been made available for this project through the federal Appropriation Act of 2008 (NJ287); and

WHEREAS, this minor amendment is exempt from an air quality conformity determination and does not impact the current conformity determination; and

WHEREAS, Congestion Management Process requirements do not apply to this action; and

WHEREAS, the FY 2018 TIP conforms to the MAP-21/FAST Act performance-based planning requirements; and

WHEREAS, consistent with NJTPA public participation procedures, the NJTPA has provided opportunities for review of this action, and

WHEREAS, no action authorized by the NJTPA shall have force or effect until ten (10) days, Saturdays, Sundays and public holidays excepted, after a copy of the minutes of the meeting of the Board of Trustees has been delivered to the Governor for review, unless prior to expiration of the review period the Governor shall approve same, in which case the action shall become effective upon such approval.

NOW, THEREFORE, BE IT RESOLVED, that the North Jersey Transportation Planning Authority hereby approves the specified amendment to the FY 2018 – 2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that a copy of this resolution is forwarded to the New Jersey Department of Transportation for submission to the Federal Highway Administration.